



TRANSPORTATION



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Master Plan

IMPLEMENTATION PROGRAM

FOR THE TRANSPORTATION ELEMENT OF THE MASTER PLAN
OF THE CITY AND COUNTY OF SAN FRANCISCO

Planning Department of the City and County of San Francisco

May 1995

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IMPLEMENTATION PROGRAM

**for the Transportation Element of the Master Plan
of the City and County of San Francisco**

**PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO**

May 1995

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IMPLEMENTATION PROGRAM for the Transportation Element of the Master Plan

INTRODUCTION

The Transportation Element of the Master Plan of the City and County of San Francisco contains policies and objectives that guide the development of the city's transportation system. Balancing the city's transportation system has been a fundamental theme of the Transportation Element since it was first adopted in 1972. Over time, a fairly successful balance has developed, and the current Transportation Element seeks to build on this success. Important components of this balance include:

- maintaining the city's "Transit First" policy;
- addressing important regional transportation issues that influence San Francisco in cooperation with other Bay Area jurisdictions;
- promoting coordination between land use and transportation to conserve resources, improve air quality and reduce congestion;
- managing congestion and the supply of parking, particularly in the downtown area; and
- emphasizing other modes of transportation in addition to transit, such as walking and bicycling.

There have been significant changes in transportation policies and legislation on a local, regional, state and national level in recent years. There have also been changes in the city's transportation system and facilities, particularly in the aftermath of the 1989 Loma Prieta earthquake. The Transportation Element is updated periodically to address these and other future changes to the city's transportation system.

The importance of the Transportation Element as a guide increases as fewer and fewer funds are made available for needed transportation projects. Each year, millions of dollars from a variety of sources, including all levels of government, are invested in San Francisco's transportation system. Some projects receive specifically dedicated money, while others must compete to receive any funding at all. Millions more are requested for projects that are so extensive they cannot be wholly funded in one year or more. In allocating scarce and much sought-after funds, decisions about priorities, greatest need and the most effective investment must be made.

The periodic review of the objectives and policies of the Transportation Element enables them to continue reflecting the priorities, concerns, values and vision of the City and County of San Francisco. This section seeks to integrate these priorities, concerns and visions in the making of decisions regarding transportation projects, in the programming of funds for their implementation, and in guiding the long-range development of the city's transportation system. In this way, the Transportation Element not only reflects the policies and objectives for the future of the City and County of San Francisco, it provides the link to building that future as well.

CRITERIA AND STANDARDS FOR PROJECT APPROVAL

The 15 ISTEA Planning Factors and the Transportation Element

Many standards and guidelines are established at the federal, state and regional level to which local projects must adhere in order to receive funding. For example, the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 establishes 15 Planning Factors that should be considered whenever a transportation project is evaluated for funding. In recognition that federal legislation cannot fully address the specifics of local planning issues and concerns, ISTEA recommends that these factors be considered in a framework that develops transportation projects from the local level.

The 15 Factors address six different aspects of transportation-related projects:

- The efficient use and preservation of transportation resources;
- The long-range impacts and benefits (environmental, social, economic) of investments;
- The movement of freight and goods;
- The improvement of transit services;
- The maximum coordination and connectivity of transportation systems; and
- The comprehensive implications of transportation projects on other planning issues.

The Transportation Element responds to and builds on these factors, assuring that any project conforming to the policies and objectives herein uphold the planning principles of ISTEA as well. The Congestion Management portion of the Element, for example, contains many policies and objectives that call for pragmatism and cost-effectiveness in the development of transportation resources. The General section emphasizes the benefits of any transportation project to the environment, the livability of neighborhoods, safety and responsiveness to surrounding land uses. Urban Goods Movement addresses freight movement, and Mass Transit addresses transit service, with the broader considerations of these transportation modes addressed in the General and Regional sections. The transportation system as a component in a comprehensive network of transportation and other planning issues is promoted in the Regional section as well, with emphasis on continuity, coordination and connectivity. While the Transportation Element includes policies and objectives that concern regional, statewide and national transportation issues, it is fundamentally developed to reflect local priorities and objectives.

A more detailed cross-reference between the 15 ISTEA factors and the Transportation Element is provided in Table 1 below.

TABLE 1:
The 15 ISTEA Factors and the Policies and Objectives of the Transportation Element

ISTEA Factor	Corresponding Objective/Policy in the Transportation Element
1. System Preservation/ Efficiency: Preservation of existing transportation facilities and ways to meet transportation needs by using transportation facilities more efficiently.	Ob. 1, P. 3; Ob. 14; Ob.14, P.14.4,5; Ob. 15-17; Ob. 30, P. 30.6
2. Energy Conservation: The consistency of transportation planning with applicable federal, state, and local energy conservation programs, goals and objectives.	Ob. 1, P. 1.8; Ob.2, P.2.2; Ob. 14, P. 14.5
3. Congestion Relief: The need to relieve congestion and prevent congestion from occurring where it does not yet occur.	Ob. 10; Obs. 12 -16 Ob. 20, P. 20.2; Ob. 23, P. 23.1; Ob. 38, P. 38.2; Ob. 40, P. 40.6
4. Land Use: The consistency with/likely effect of transportation policy decisions on land use and development.	Ob. 2, P.2.1, 4, 6; Ob.4; Ob.4, P. 4.7; Ob. 11, P. 11.3; Ob. 18
5. Enhancements: The programming of expenditure on transportation enhancement activities.	Ob. 1, P. 1.7; Ob. 12, P. 12.6; Ob. 24, all
6. Consider All Projects: The effects of all transportation projects to be undertaken within the area, whether or not they are funded.	Ob. 1, P. 1.1; Ob. 10, P. 10.1; Ob. 34, P. 34.4
7. Intermodal Access: International crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks and recreation areas.	Ob. 3, P. 3.3, 4; Ob. 5, P. 5.1-5; Ob. 6, P. 6.1-5; Obs. 37-39
8. Connectivity: The need for connectivity of transportation corridors within the metropolitan area with corridors outside the area.	Ob. 1, P. 1.4; Ob. 2, P. 2.4; Ob. 3, P. 3.3; Ob. 18; Ob. 20, P. 20.1; Ob. 21, P. 21.3
9. Management Systems: The transportation needs identified through the use of management systems.	Ob. 12; Obs.14 -17
10. Right-Of-Way Preservation: Preserving rights-of-way for future transportation projects.	Ob. 14, P. 14.4; Ob. 21, P. 21.4
11. Freight Movement: Methods to enhance the efficient movement of freight.	Ob. 6, P. 6.1-5; Obs. 36-40
12. Life-Cycle Costs: The use of life-cycle costs in the design and engineering of transportation facilities.	Ob. 1, P. 1.7
13. Economic/ Environmental Effects: The overall economic, energy and environmental effects of transportation decisions.	Ob. 1; Ob. 2; Ob. 2, P. 2.2-4; Ob. 3; Ob. 31; Ob. 36
14. Transit Improvement: Methods to expand/enhance and increase the use of transit services.	Obs. 4, 11, 20, 21
15. Transit Security: Capital investments that would result in increased security in transit systems.	Ob. 1; Ob. 20, P. 20.6; Ob. 21, P. 21.10

Air Quality Plans and Transportation Control Measures

Federal and state air quality plans call for Transportation Control Measures (TCM's) to help improve the quality of the air through transportation-related efforts. The 19 TCM's in California's Bay Area 1991 Clean Air Plan, amended for 1994, have been developed to promote cleaner air through managing transportation systems in the nine-county area. They may be grouped into seven different categories:

- Employer Based Trip Reduction**
- Mobility Improvements**
- Traffic Operations System**
- User Incentives**
- Implementation Support**
- Revenue Measures**
- Pricing Measures**

While not used as a mandatory set of criteria in approval and funding decisions, TCM's are strongly recommended in the development and implementation of transportation projects. Given the urban/suburban/rural character of the region, the TCM's are, in some cases not readily applicable to the almost purely urban environment of San Francisco.

The Transportation Element contains policies and objectives that promote the seven TCM categories. The Congestion Management section alone addresses all seven of the categories. The Mass Transit, Vehicular Circulation, Pedestrian, Bicycle and Urban Goods Movement sections support the Mobility Improvements and Traffic Operations Systems TCM's. The fees/fares/congestion pricing policies in the Regional, Mass Transit and Citywide Parking sections incorporate the TCM's in the User Incentive, Implementation Support, Revenue Measures and Pricing Measures categories.

The Transportation Element contains many specific references to the TCM's themselves. Table 2 below illustrates the correspondence between the 19 Transportation Control Measures in the Bay Area and the Objectives and Policies of the Transportation Element.

TABLE 2: Transportation Control Measures and the Transportation Element

1994 Transportation Control Measures	Related Transportation Element Objectives/Policies
1. Expand employer assistance programs- Assisting cities, counties, ridesharing agencies and employers to provide information and assistance to employees on alternative means of transportation to the single occupant vehicle.	Ob. 12, P. 12.1-5
2. Adopt employer-based trip reduction rule- Provides a model trip reduction ordinance for cities/counties to reduce the overall number of vehicle trips to work places.	Ob. 12, all, Ob. 13, all
3. Improve area-wide transit system- Improve system for local and regional transit.	Ob. 4, P. 4.1,2,5
4. Expedite and expand regional rail agreement- Expedite BART extensions and the extension of CalTrain to downtown San Francisco.	Ob. 4, P. 4.4; Ob. 21, P. 21.3,11
5. Improve access to rail and ferries- Improve feeder bus service to rail and ferries, bicycle access, provide private shuttles and increased parking at transit stations.	Ob. 9, P. 9.1; Ob. 21, P. 21.9; Ob. 27, P. 27.6
6. Improve intercity rail- New rail service in Auburn/Sacramento/Oakland/San Jose corridor.	Ob. 5, P. 5.5
7. Improve ferry service- Increase/expand ferry service and improve ferry terminals.	Ob. 4, P. 4.8; Ob. 5, P. 5.3; Ob. 21, P. 21.5
8. Construct carpool/express bus lanes on freeways- Expanding the High Occupancy Vehicle (HOV) lanes on freeways and provide support facility for new lanes.	Ob. 4, P. 4.3; Ob. 18, P. 18.3 Ob. 21, P. 21.8
9. Improve bicycle access and facilities- Encourage the use of bicycle by facilitating and accommodating it by transit agencies, Caltrans and employers.	Ob. 9, P. 9.1,2; Ob. 27, P. 27.6
10. Youth transportation- Encourages students to use public transit or to carpool and converting of school buses to clean fuel vehicles.	Ob. 13, P. 13.1; Ob. 14, P.14.5
11. Install freeway traffic operations- Implement traffic operation system to reduce congestion by providing traffic surveillance, advisory signs, incident management and ramp metering.	Ob. 14, P. 14.1,2
12. Improve arterial traffic management- Provide a better flow of traffic on arterial by signal timing and other means.	Ob. 14, P. 14.1,2
13. Transit use incentives- Encourage the use of transit by facilitating the use of transit in terms of transfers and discounted fares.	Ob. 4, P. 4.6; Ob. 11, P.11.4, Ob. 20, P.20.10; Ob. 21, P. 21.7; Ob. 31, P. 31.3
14. Improve Rideshare / Vanpool Services and Incentives- Encourage Vanpools by providing financial incentives and reducing vehicle acquisition and operating costs.	Ob. 2, P. 2.5; Ob. 16, P. 16.3,6; Ob. 30, P. 30.5
15. Local Clean Air Plans, Policies and Programs- Encourages cities to incorporate air quality beneficial policies and programs into local planning and development activities.	Ob. 2, P. 2.2; Ob. 11, P. 11.3; Ob. 14, P.14.5; Ob. 29, P.29.1-4
16. Intermittent Control Measure / Public Education- Encourage the public to reduce motor vehicle use on days of predicted ozone exceedances through "Spare the Air" program and to curtail air polluting activities through information and education.	Ob. 11, P. 11.4; Ob. 14, P. 14.5; Ob. 16, P. 16.1
17. Conduct Demonstration Projects- Promote and develop new strategies to reduce motor vehicle emissions such as telecommuting and electronic toll collection.	Ob. 11, P. 11.4
18. Implement Revenue Measures- Develop revenue measures to fund implementation of mobility improvement and user incentives.	Ob. 1, P. 1.7; Ob. 12, P.12.6
19. Implement Market Based Pricing Measures- Provide revenues through congestion pricing, worksite parking and other measures to fund alternatives and equity programs.	Ob. 3, P.3.1; Ob.16, P.16.2; Ob.30, P.30.1; Ob 31, P.31.3

CONSISTENCY OF PROPOSED TRANSPORTATION PROJECTS

MTC and the Regional Transportation Plan

The Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission (MTC) is the twenty-year transportation capital improvement plan for the San Francisco Bay Area. Since 1994, the RTP has become the financially-constrained programming document for the Bay Area: it contains only projects that can actually be delivered with funds that are expected to be available over the twenty-year time frame of the plan.

The RTP has been developed in conformance with many state and federal transportation planning criteria. The 15 Planning Factors of ISTEA are integrally incorporated in the RTP's list of projects. Sixty percent of the 1994 RTP funds help implement the 19 TCM's called for in the Bay Area Clean Air Plan to help reduce the length and number of trips by single-occupant vehicles. Every two years MTC revises and updates the RTP in order to reflect new plans, mandates, financial conditions and policy directions, with the participation of local jurisdictions and planning agencies throughout the Bay Area.

MTC developed the RTP based on two tracks for transportation projects. Track 1, which is incorporated in the 1994 RTP, includes projects that can be delivered by funds expected to be available from local, regional, state and federal sources over the next 20 years. Track 2, which is currently being developed, will advocate new transportation funding and reflect the policies, long-range plans and strategies of the region that cannot be funded in Track 1. Track 2 will also include funding for the Track 1 project shortfalls.

The 1994 RTP list of transportation projects (Track 1) for San Francisco includes the "baseline" costs: the costs of ongoing operation and maintenance of the transportation infrastructure already in place, and the costs associated with prior funding commitments to transportation improvements. These costs include projects funded by local sales tax programs, transit operating and maintenance/replacement for existing transit systems, and maintenance and rehabilitation of existing streets, highways and supporting infrastructure. The baseline list is grouped into five categories: Highway/Local Streets and Roads, Transit, Paratransit, Transportation Systems Management, and Other. These categories correspond to the modes addressed by Objective and Policy in the Transportation Element's Regional, Vehicular Circulation, Mass Transit (which includes paratransit), Congestion Management, Pedestrian and Bicycle sections.

Track 1 also includes 15 different capital improvement projects. Each of the 15 projects in the RTP list promote several of the objectives and policies of the Transportation Element, as illustrated in Table 3:

TABLE 3:
The Regional Transportation Plan and the Transportation Element

1994 RTP Project	Related Transportation Element Objectives/Policies
Rehabilitation of MTS streets and roads; fully funds maintenance of existing roads	Ob. 3, P. 3.3; Ob. 18, P. 18.6; Ob. 37, P.37.3; Ob. 38, P. 38.1; Ob. 39.
BART capital program shortfall	Ob. 4, P. 4.4; Ob. 21, P. 21.3,11
Muni capital replacement shortfall	Ob. 20, P. 20.11; Ob. 21, P. 21.3, 11
Seismic retrofit of Bay Area Bridges	Ob.1, P.1.8; Ob.14; Ob.19; Ob. 19, P. 19.2; Ob. 39
MTS Corridor Operation Systems	Ob. 14; Ob. 18; P. 18.6
Initial capital cost for Translink (universal transit ticket) on Muni	Ob. 4, P. 4.6; Ob. 20, P. 20.10
Arterial improvements/signal timing projects	Ob.14, P.14.1, 2; Ob.19, P.19.1; Ob.23, P.23.7; Ob. 27, P.27.10
CalTrain capital replacement needs	Ob. 4, P. 4.4; Ob. 21, P.21.3, 11
Muni: 15 trolleys for expansion of service	Ob. 20, P. 20.11; Ob. 21, P. 21.11
Modification of Muni Geneva/Green maintenance facilities	Ob. 14; Ob. 14, P. 14.4; Ob. 21, P. 21.10, 11
Railroad tunnel improvements to enable double-stack container access to Port of SF	Ob. 37, P. 37.2
Partial ROW for Doyle Drive improvements	Ob. 2, P. 2.3,6; Ob. 3, P. 3.3; Ob. 14; Ob. 18, P.18.6; Ob. 19, P. 19.1
Bicycle and Pedestrian improvements	Ob. 21, P.21.9; Ob. 23, P. 23.1,2,6-9; Ob. 24, P. 24.2,3; Ob. 26, P. 26.1,2; Ob. 27, P.27.1,3,6,7,10; Ob. 28, P. 28.4
Muni Metro East project	Ob. 14; Ob. 14, P.14.4; Ob. 21, P. 21.10,11
CalTrain electrification and extension to Beale and Market Street in downtown SF	Ob. 4, P. 4.1,2,4; Ob. 21, P. 21.3,4,7

The State Transportation Improvement Plan

The State Transportation Improvement Program is a seven-year program of transportation projects that are funded from state revenues. Throughout California, regional transportation planning agencies develop Regional Transportation Improvement Programs (RTIPs), which include transportation projects proposed for state funding. MTC incorporates the Capital Improvement Program from the Congestion Management Programs of each Bay Area county into the RTIP. The California Transportation Commission (CTC) considers the projects proposed for state funds in the RTIPs, along with requests for state funding from the California Department of Transportation (Caltrans). The CTC's decisions on state funding of transportation projects are incorporated in the State Transportation Improvement Program (STIP). Like the RTP, the STIP is updated every two years.

The 1994 STIP projects in San Francisco are grouped in six categories: **Rail Transit Improvements, Waterborne Ferry Improvements, Enhancement Activities, Bike/Pedestrian Improvements, Local Highway System Improvements** and **State Highway System Improvements**. These categories of improvements reflect the Transportation Element's Policies and Objectives in the general sense that the Mass Transit section addresses rail and ferry transit improvements, the General section includes policies for enhancements, the Bicycle and Pedestrian sections promote improvements for these modes, and the Vehicular and Goods Movement sections incorporate projects that improve the local and state highway systems. The Regional section also includes objectives and policies for each of these categories with a regional perspective.

Table 4 provides a more detailed examination of the STIP projects and the related Policies and Objectives of the Transportation Element that support them.

TABLE 4:
The 1994 State Transportation Improvement Program and the Transportation Element

1994 STIP Project	Related Objectives/Policies in the Transportation Element
BART car rehabilitation, station access	Ob. 4, P. 4.4; Ob. 21, P. 21.3,11
CalTrain capital improvements, track rehab	Ob. 4, P. 4.1,2,4; Ob. 21, P. 21.3,4,7
Muni Metro Extension to Mission Bay	Ob. 4, P.2,4; Ob. 21, P. 21.1-3
Muni trolley wire rehabilitation	Ob. 20, P. 20.11; Ob. 21, P. 21.2,11
Muni line 71 conversion to trolley	Ob. 2, P. 2.2; Ob. 20, P. 20.11
Acquisition of Muni light rail vehicles	Ob. 20, P. 20.11; Ob. 21, P. 21.3, 11
Acquisition of Muni trolley coaches	Ob. 20, P. 20.11; Ob. 21, P. 21.3,11
Rehabilitation of Muni cable cars	Ob. 20, P. 20.11; Ob. 21, P. 21.3,11
Muni PCC rehabilitation	Ob. 20, P. 20.11; Ob. 21, P. 21.3,11
Rehabilitation of Muni diesel coaches	Ob. 20, P. 20.11; Ob. 21, P. 21.3, 11
Station and facility access improvements	Ob. 14; Ob. 14, P.14.4; Ob. 21, P. 21.10, 11
Market St. track improvements	Ob. 20, P. 20.11; Ob. 21, P. 21.3, 11
Muni Metro turnback	Ob. 21, P. 21.11
Metro Center	Ob. 21, P. 21.11
Geneva Green Center	Ob. 21, P. 21.11
J/M Layover track	Ob. 21, P. 21.10,11
Train Control and signal modernization	Ob. 21, P. 21.2,10,11
Ferry Terminal upgrade	Ob. 21, P. 21.5-7
Pier 47 rehabilitation	Ob. 24, P. 24.1
Beach Chalet rehabilitation	Ob. 24, P. 24.1
historic signing	Ob. 24, P. 24.1; Ob. 26, P.26.4
commute bikeways and signing	Ob. 27, P. 27.1, 2, 5
Valencia bikeway	Ob. 27, P. 27.1, 2, 5
Embarcadero walkway	Ob. 25, P.25.1-3
Army Street widening	Ob. 18, P.18.1; Ob. 19, P.19.1; Ob. 38, P.38.1; Ob. 39, P. 39.1,2
Embarcadero roadway	Ob.3, P.3.1-3; Ob.18, P.18.1; Ob.19, P.19.1; Ob. 20, P.20.1,3; Ob. 21, P.21.6; Ob. 38, P.38.1; Ob. 39, P.39.1,2
280 China Basin ramp removal and construction	Ob.3, P.3.2; Ob.19, P.19.1; Ob.38, P.38.1; Ob.39, P.39.1, 2

RELATING THE OBJECTIVES AND POLICIES OF THE TRANSPORTATION ELEMENT TO TRANSPORTATION PROJECTS FUNDED IN SAN FRANCISCO

An illustration of the consistency between the proposed transportation projects for San Francisco and the objectives and policies of the Transportation Element may also be organized to follow the sequence of the Transportation Element. The nine sections of the Element are identified and described below, and each is followed with the corresponding projects of the RTP and the STIP. Individual projects may appear under more than one section.

1. General (Objectives 1 and 2)

The General Section of the Transportation Element establishes the objectives and policies that promote safety, convenience and economy in the city's transportation system, and its use for guiding and improving land uses and the environment.

Related Projects:

Seismic Retrofit of Bay Area Bridges
Partial ROW for Doyle Drive
Muni line 71 conversion to trolley

2. Regional (Objectives 3-9)

The Regional Section of the Transportation Element emphasizes the importance of a regional approach to addressing transportation issues in its objectives and policies.

Related Projects:

Rehabilitation of MTS streets and roads
BART capital program shortfall
Initial capital cost for Translink (universal transit ticket) on Muni
CalTrain capital replacement needs
Partial ROW for Doyle Drive improvements
CalTrain electrification and extension to Beale and Market Street in downtown San Francisco
Muni Metro Extension to Mission Bay

3. Congestion Management (Objectives 10-17)

The Congestion Management Section of the Transportation Element includes objectives and policies that call for improved methods of measuring Transportation System Performance, promote the Transit First policy of the city, and address managing Transportation Demand, Transportation Systems, and Parking to relieve traffic congestion.

Related Projects:

Rehabilitation of MTS streets and roads
Seismic retrofit of Bay Area Bridges
MTS Corridor Operation Systems
Arterial improvements/signal timing projects
Modification of Muni Geneva/Green maintenance facilities
Partial ROW for Doyle Drive improvements
Muni Metro East project
Station and facility access improvements

4. Vehicular Circulation (Objectives 18 and 19)

The Vehicular Circulation Section of the Transportation Element establishes the street hierarchy system in San Francisco and its consistency with the Congestion Management Plan and the Metropolitan Transportation System Streets and Highways Plan. It also addresses the balance between improved vehicle mobility and livability of the city's neighborhoods.

Related Projects:

Rehabilitation of MTS streets and roads
Seismic retrofit of Bay Area Bridges
MTS Corridor Operation Systems
Arterial improvements/signal timing projects
Partial ROW for Doyle Drive improvements
Army Street widening
Embarcadero roadway
280 China Basin ramp removal and construction

5. Mass Transit (Objectives 20-22)

The Mass Transit Section of the Transportation Element establishes the Transit Preferential Street network in San Francisco. It promotes transit as the primary mode for commuting and as an important mode for non-work trips. It also addresses paratransit and demand-responsive transportation.

Related Projects:

BART capital program shortfall
Muni capital replacement shortfall
Initial capital cost for Translink (universal transit ticket) on Muni
Arterial improvements/signal timing projects
CalTrain capital replacement needs
Muni: 15 trolleys for expansion of service
Modification of Muni Geneva/Green maintenance facilities
Muni Metro East project
CalTrain electrification and extension to Beale and Market Street in downtown San Francisco
Muni Metro Extension to Mission Bay
Muni trolley wire rehabilitation
Muni line 71 conversion to trolley
Acquisition of Muni light rail vehicles
Acquisition of Muni trolley coaches
Rehabilitation of Muni cable cars
Muni PCC rehabilitation
Rehabilitation of Muni diesel coaches
Station and facility access improvements
Market St. track improvements
Muni Metro turnback
Metro Center
J/M Layover track
Train Control and signal modernization
Ferry Terminal upgrade
Embarcadero roadway

6. Pedestrian (Objectives 23-26)

The Pedestrian Section of the Transportation Element establishes the Pedestrian Streets Network for San Francisco and calls for improving the environment, mobility and safety conditions for pedestrians.

Related Projects:

Bicycle and Pedestrian improvements
Arterial improvements/signal timing projects
Pier 47 rehabilitation
Beach Chalet rehabilitation
historic signing
Embarcadero walkway

7. Bicycles (Objectives 27-29)

The Bicycles Section of the Transportation Element establishes the Citywide Bicycle Route System for San Francisco and calls for improving the physical environment, mobility and safety conditions for bicyclists, accommodating bicycle parking and encouraging more people to ride bicycles.

Related Projects:

Bicycle and Pedestrian improvements
Arterial improvements/signal timing projects
commute bikeways and signing
Valencia bikeway

8. Citywide Parking (Objectives 30-35)

The Citywide Parking section contains policies and objectives that seek to balance the overall transportation system through parking supply management, through designation of appropriate parking accommodations and through establishing economic policy equity between drivers and non-drivers. The objectives and policies of the Citywide Parking Section are applicable to the on- and off-street parking supply issues raised in the following projects:

Army Street widening
Embarcadero roadway
280 China Basin ramp removal and construction

9. Urban Goods Movement (Objectives 37-40)

The Urban Goods Movement Section contains objectives and policies that promote and accommodate the movement of freight and goods through the urban environment, while safeguarding the livability of neighborhoods and minimizing conflicts with other transportation modes.

Related Projects:

Rehabilitation of MTS streets and roads
Seismic retrofit of Bay Area Bridges
Railroad tunnel improvements to enable double-stack container access to Port of San Francisco
Army Street widening
Embarcadero roadway
280 China Basin ramp removal and construction

FUTURE PROJECT PROGRAMMING

Initial and Future Programming Documents

This Initial Programming Document of the Transportation Element includes the available lists of projects from the most current update of the long-range (20-year) RTP, and the intermediate-range (7-year) STIP. This programming document contains the most recent (1994) RTP and STIP available and establishes the consistencies between the projects proposed in these lists with the objectives and policies of the Transportation Element. The strong correlation between the Transportation Element and both the 15 ISTEA Planning Factors and the Clean Air Act's 19 Transportation Control Measures demonstrates that the Element serves as an essential guide for local transportation programming decisions, since the Planning Factors and the TCM's figure importantly in the development of the STIP and the RTP. As a component of the Master Plan of the City and County of San Francisco, the Transportation Element represents transportation policies developed at the local level, and provides a framework that relates transportation planning policies to land use, environmental, economic and other planning policies that are also components of the Master Plan. The Transportation Element addresses the concerns, meets the standards and promotes the objectives of federal, state and regional transportation programming agencies, while establishing the priorities and objectives developed at the local level.

As the RTP Track 1 and the STIP are updated every two years, the Transportation Element must be used to guide their development. The Transportation Element provides a framework that should be used to develop the RTP Track 2 list as well. Incorporating the most recent updates of these lists in this Programming document illustrates how the conformance of future transportation projects with the policies and objectives of the Transportation Element and other Elements of the Master Plan should be maintained. The regular incorporation of the updated STIP and RTP also allows for a procedural review of the Transportation Element policies and objectives in the context of the current conditions. In this manner, the Transportation Element should provide continuity and consistency while remaining a dynamic and relevant planning document.



